



AGENDA - REVISED

City Council Study Session

6:30 PM - Monday, June 3, 2019

City Hall Council Chambers, Sammamish, WA

Page		Estimated Time
	TOPICS	
	1. Demonstration: Electronic Voting for Council Meetings	6:30 pm
2 - 22	2. Discussion: Transportation Master Plan - Transit 101 Informational Presentation View Agenda Item	
23 - 46	3. Presentation: North Sammamish Park and Ride - Project Status and Preliminary Site Screening Results View Agenda Item	
	EXECUTIVE SESSION – IF NECESSARY	
	ADJOURNMENT	10:00 pm

* Item # 4 - Stormwater Code Update removed and rescheduled to July 1, 2019 Study Session.

City Council meetings are wheelchair accessible. American Sign Language (ASL) interpretation is available upon request. Please phone (425) 295-0500 at least 48 hours in advance. Assisted Listening Devices are also available upon request.

Agenda Bill
 City Council Study Session
 June 03, 2019



SUBJECT:	Transportation Master Plan - Transit 101 Informational Presentation		
DATE SUBMITTED:	May 28, 2019		
DEPARTMENT:	Public Works		
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action <input type="checkbox"/> Direction <input checked="" type="checkbox"/> Informational		
RECOMMENDATION:	Receive presentation on transit planning and discuss questions with staff and consultant team.		
EXHIBITS:	1. Exhibit 1 - Transit 101 Presentation		
BUDGET:			
Total dollar amount	N/A	<input type="checkbox"/>	Approved in budget
Fund(s)	N/A	<input type="checkbox"/>	Budget reallocation required
		<input checked="" type="checkbox"/>	No budgetary impact
WORK PLAN FOCUS AREAS:			
<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety		
<input type="checkbox"/> Communication & Engagement	<input checked="" type="checkbox"/> Community Livability		
<input type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation		
<input type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability		

NEEDED FROM COUNCIL:
 Transportation Master Plan - Transit 101 Informational Presentation

KEY FACTS AND INFORMATION SUMMARY:

The Sammamish Transportation Master Plan (TMP) will identify needs and priorities for all modes throughout the City that align with the transportation vision and goals established through the TMP process. City Council has identified questions and considerations for staff related to improving transit access and service by developing transit-based strategies within Sammamish and the surrounding region. Fehr & Peers, the City's prime consultant in the development of the Sammamish TMP, will present on a number of transit-related topics to establish a baseline understanding of transit planning opportunities. The topics will include the following:

- **Transit Planning Fundamentals** – Council will learn about how various factors are incorporated into transit route development, including frequency, coverage, service span, and route alignment. The consultant team will showcase a planning example to explain how trade-offs in the different factors result in different service types and travel markets.
- **Regional Plans** – Council will learn about the relevant regional transit investments that may benefit or impact travel within Sammamish and throughout the Puget Sound Region. A primary focus will be on Sound Transit Link Light Rail expansions, the upcoming Sound Transit Express Network Plan, and the METRO CONNECTS Long Range Plan. The consultant team will describe how travel patterns may shift with high capacity transit investments expected to be completed in 2023 and 2024.
- **King County Metro Service Planning** – Council will learn about the service guidelines that determine how and where King County Metro deploys service to meet the county’s travel needs. The three factors that guide service growth are land use density, social equity, and regional centers. The consultant team will explain the rationale behind the service guidelines and how they relate to recent service changes in Sammamish.
- **Local Examples** – Council will learn about recent efforts of neighboring jurisdictions that engaged with King County Metro through their planning and project development processes.
- **Considerations for a Local Transit System** - Council will get a sense of what would need to be considered if pursuing its own transit system.
- **Next Steps for Sammamish** – Council will then be presented with different options for Sammamish to integrate more into the King County Metro service planning process and in regional transit planning. This open discussion will help guide upcoming steps in the TMP development process.

Input obtained following the presentation will be used to inform and develop the transit-related components of the TMP.

FINANCIAL IMPACT:

N/A - informational presentation only

OTHER ALTERNATIVES CONSIDERED:

N/A - informational presentation only

RELATED CITY GOALS, POLICIES, AND MASTER PLANS:

[Sammamish Transportation Element](#)

[King County Metro - METRO CONNECTS](#)

Transportation Master Plan Transit Planning Discussion

City Council Presentation

June 3, 2019



Purpose

To provide City Council with an understanding of transit planning, options, and what it means for the City of Sammamish.



Agenda

- Transit Planning Fundamentals
- Regional Plans
- Metro Service Planning Process
- Local Examples
- Next Steps for Sammamish



Transit Planning Fundamentals

- Coverage
- Frequency
- Service Span
- Route alignments
- Trade-offs



Who Are We Planning For?

- **Myth of “Captive” vs “Choice” Riders**
- **Reality: Great transit can serve all**
 - People who live and work near good transit ride more often whether or not they own cars
 - Very few people will ride bad transit
- **Plan for All to Improve Mobility and Access**

89% of King County Metro riders have a vehicle at home

Source: King County Metro Rider/Non-Rider Survey, 2013

Transit Planning Fundamentals

- Land Use Density
- Coverage
- Frequency
- Service Span
- Route Alignments

Transit planning weighs the trade-offs of different priorities in providing service

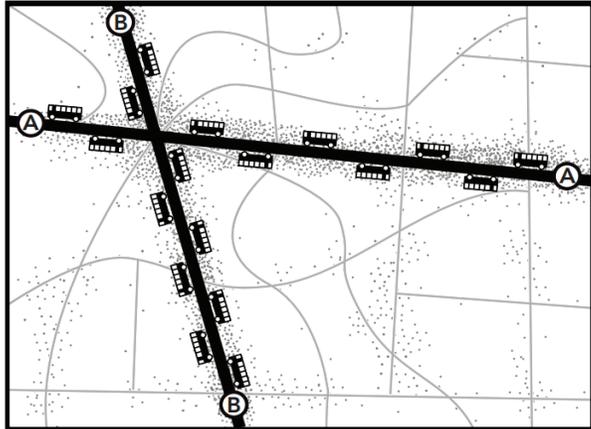
Land Use Density

- Fixed-route transit needs a critical mass of travel demand throughout the day and high densities to support service
- No “one-size-fits-all” approach to transit-supportive density
- King County Metro service planning guidelines
- Broader question about funding for service and what can be provided and in what locations

Frequency vs. Coverage Priorities

Ridership Goal

"Think like a business"



Ridership Goal:

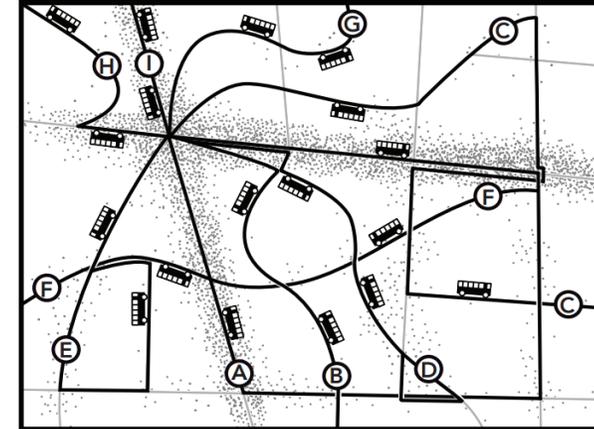
- Density of people/jobs near service
- Productivity
- Frequency/Span

Allocation of Resources



Coverage Goal

"Access for all"



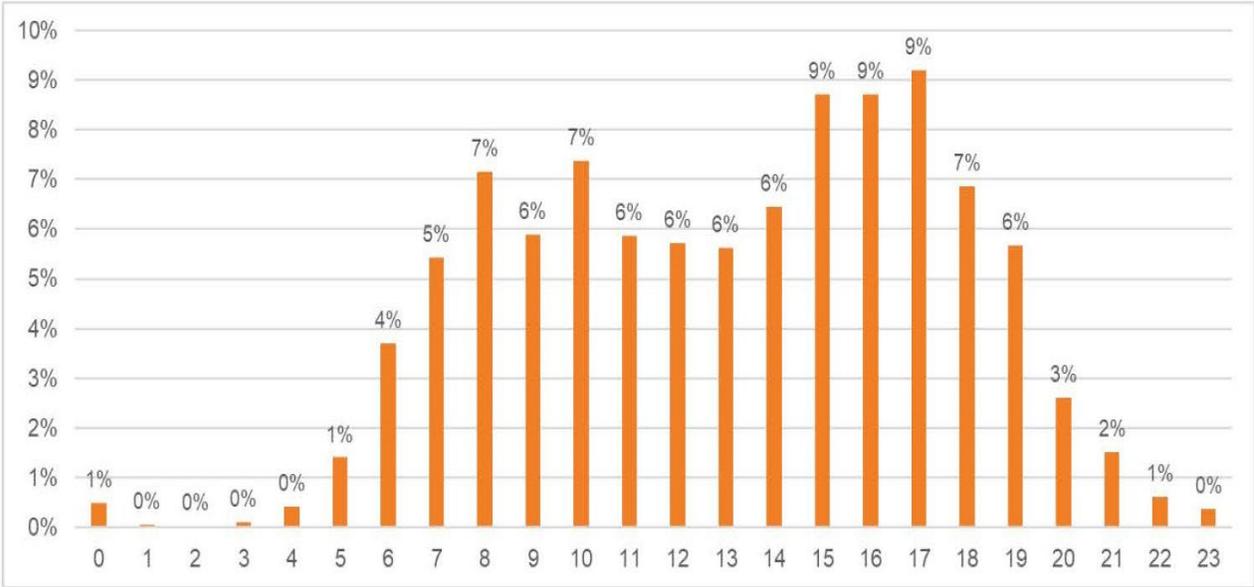
Coverage Goal:

- People/Jobs near service
- Lifeline access to critical services
- Geographic equity/Environmental Justice communities served

Service Span

- Match service with demand throughout the day
- Trade-off in frequency vs. span
- Providing the most “availability” of service vs. providing the most “density” of service

Percent of Overall Travel by Time of Day



Example in Trade-offs

Current Operation

Frequency:

30 minutes in peak period

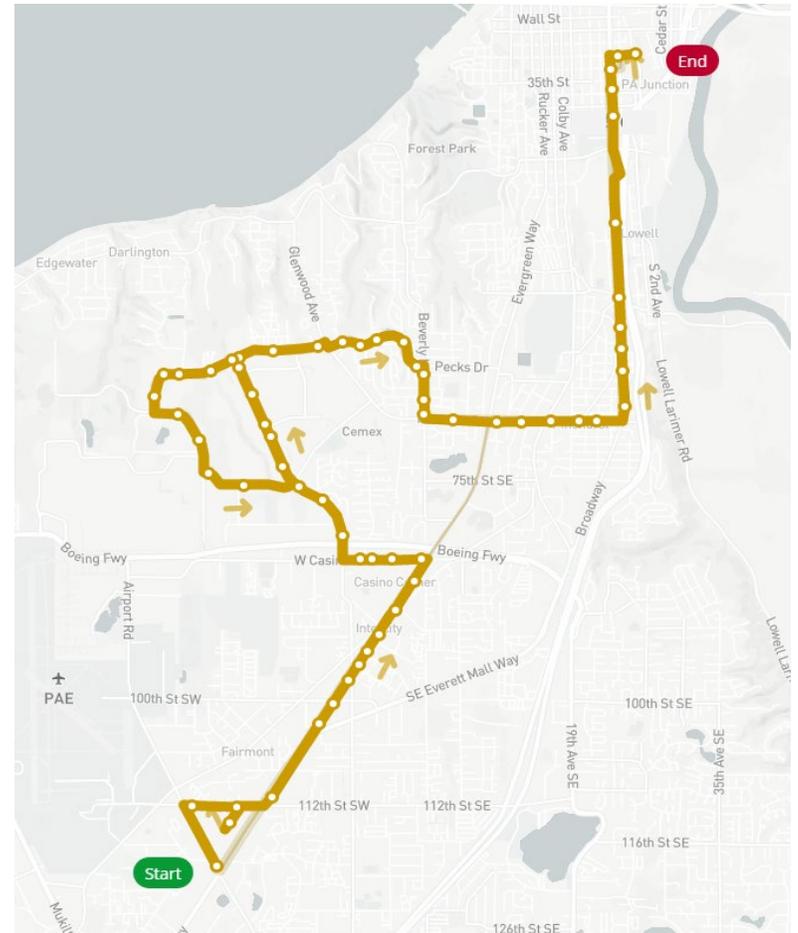
45-60 minutes off-peak

45 minutes during weekends

Service Span:

5am-9pm weekdays

8am-7pm weekends

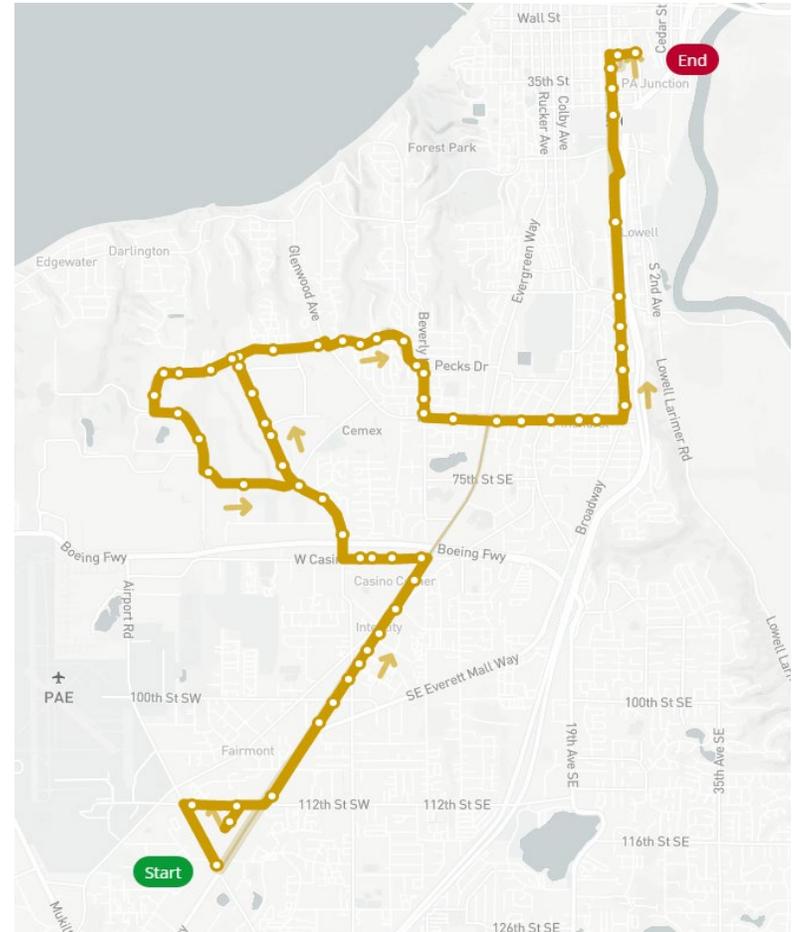


Example in Trade-offs

Peak Frequency Priority

Frequency:
15 minutes in peak period
45-60 minutes off-peak
No weekend service

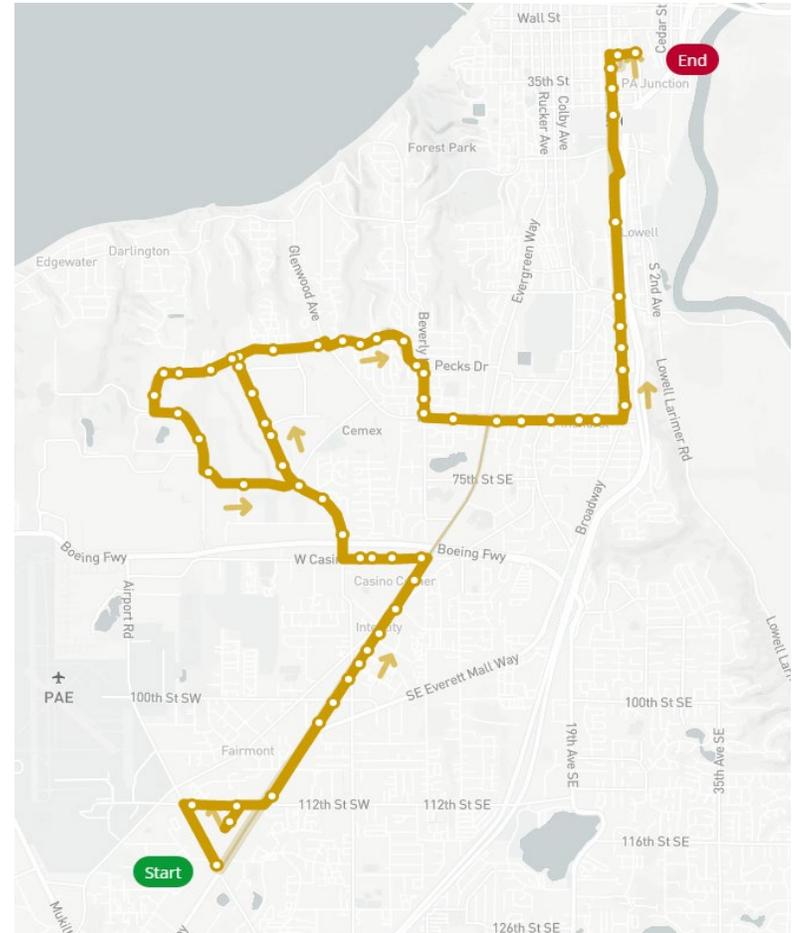
Service Span:
5am-9pm weekdays
No weekend service



Example in Trade-offs Off-Peak Frequency Priority

Frequency:
30 minutes in peak period
30 minutes off-peak
60 minutes weekend

Service Span:
No change



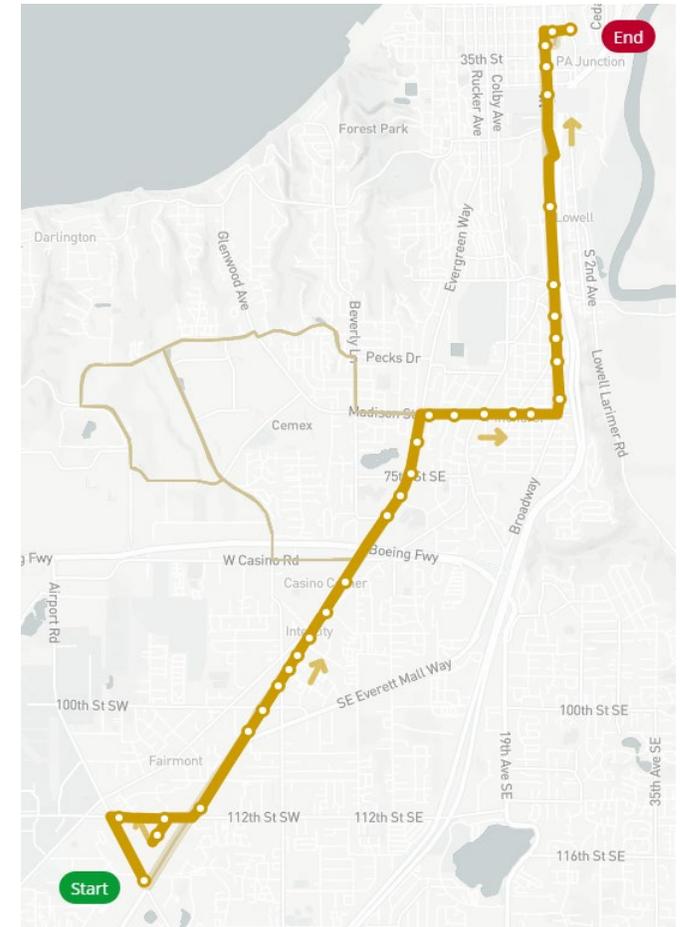
Example in Trade-offs

Reduced Coverage Priority and Increased Frequency Priority

Frequency:
15 minutes in peak period
30 minutes off-peak
30 minutes weekend

Service Span:
No change

Population Covered:
6,000 fewer people and 5,000 fewer jobs



Considerations for a Local Transit System

Issues that the City must consider if pursuing its own transit system: ■ ■

- A supportive Comprehensive Plan policy framework
- Costs
- Vehicles and space to store and maintain vehicles
- Drivers
- Decisions on service coverage, route frequencies, service spans, route alignments, and more

Agency Plans

- King County Metro: Metro Connects
 - System-wide expansion (2025 and 2040)
 - Speed & Reliability Program
- Sound Transit: ST2/ST3
 - Express Bus revisions (2021 and 2025)
 - North Sammamish Park & Ride (2024)
 - I-405 BRT (2024)
 - East Link Light Rail (2024)
 - Issaquah-South Kirkland Light Rail (2041)



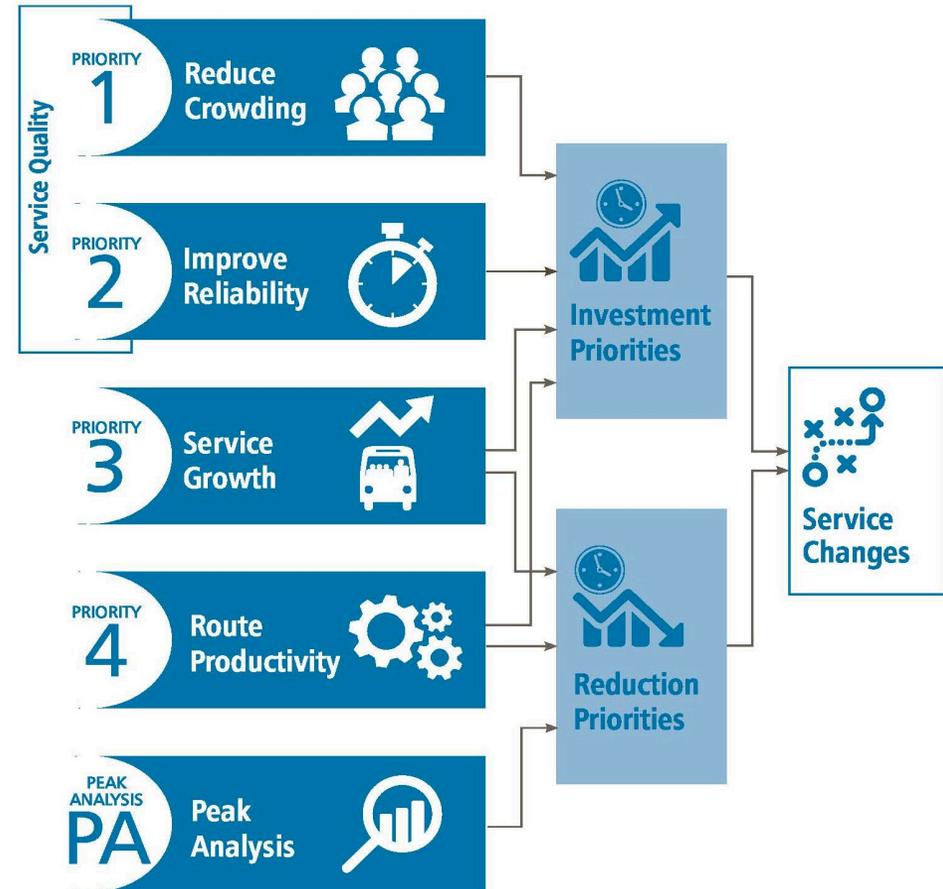
King County Metro Service Guidelines

Service growth and redistribution based on:

- Land use density
- Social equity
- Connecting centers



Metro Planning



Coordination with King County Metro

What are cities and agencies looking to address?

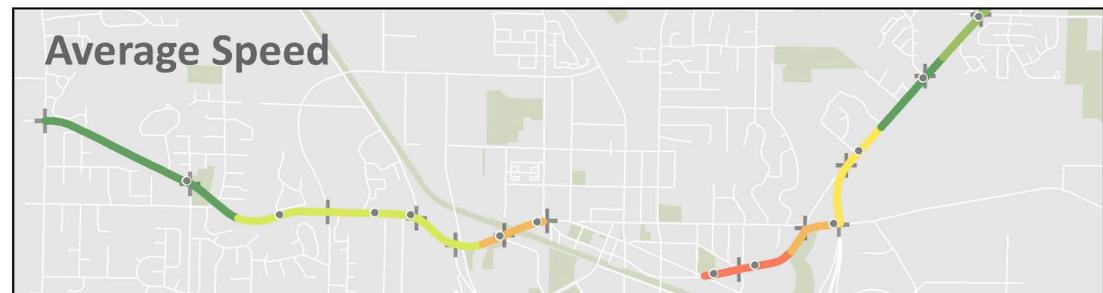
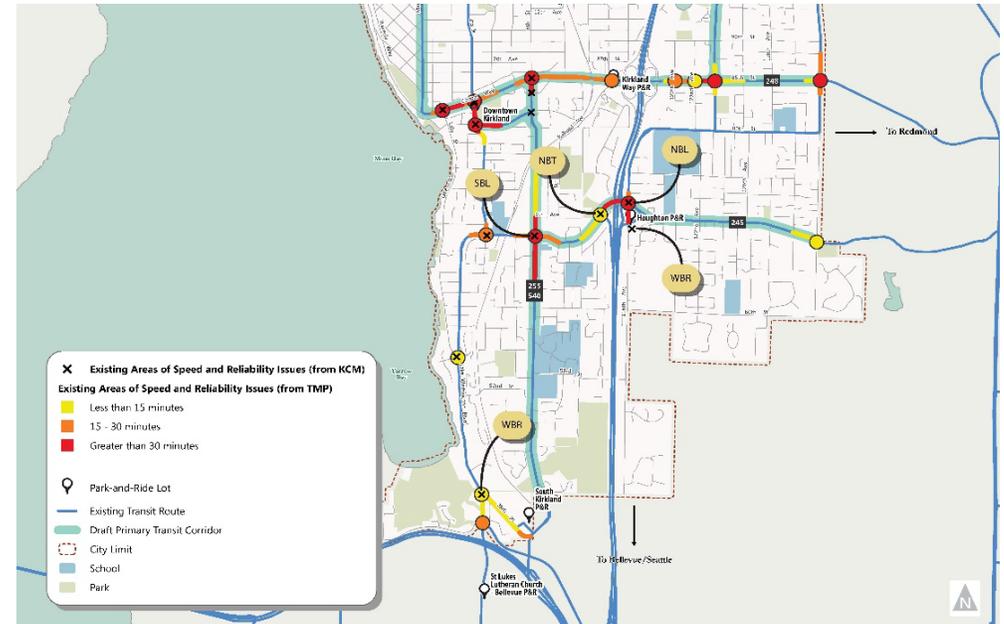
- Infrequent transit access
- Parking availability at Park & Rides
- Alternatives to building parking
- Improving non-motorized access
- Speed & reliability of transit

Elements for consideration:

- Efficiency
- Emissions
- Equity in access
- Funding

Local Examples of Successful Coordination With Metro

- Kirkland Transit Implementation Plan
- Bellevue Transit Master Plan
- Redmond Transit Strategic Plan
- Community Connections Program
- Seattle Transportation Benefit District
- Everett Transit (not Metro specifically)



Suggested Actions to Further the Transit Discussion

- Strengthen relationships with transit agencies at all levels
- Participate in King County Regional Transit Committee
- Transportation Master Plan (TMP)
- Coordination with neighboring jurisdictions
- King County Metro's Community Connections Program
- Continued participation on METRO CONNECTS Technical Advisory Committee
- Participate in PSRC process to update VISION 2050
- Leverage membership in SCA Caucus
- Participate on Eastside Transit Partnership (ETP) Committee

Agenda Bill
 City Council Study Session
 June 03, 2019



SUBJECT:	North Sammamish Park and Ride - Project Status and Preliminary Site Screening Results		
DATE SUBMITTED:	May 30, 2019		
DEPARTMENT:	Public Works		
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action <input type="checkbox"/> Direction <input checked="" type="checkbox"/> Informational		
RECOMMENDATION:	Receive presentation on the North Sammamish Park and Ride project and discuss questions with staff and the Sound Transit team.		
EXHIBITS:	1. Exhibit 1 - Project Area Map 2. Exhibit 2 - Sound Transit NSPR project presentation		
BUDGET:			
Total dollar amount	N/A	<input type="checkbox"/>	Approved in budget
Fund(s)	N/A	<input type="checkbox"/>	Budget reallocation required
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<input type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability		

NEEDED FROM COUNCIL:
 Shall the Council provide input on the North Sammamish Park and Ride - Project Status and Preliminary Site Screening Results?

KEY FACTS AND INFORMATION SUMMARY:
 In 2016 Puget Sound region voters approved “ST3” – a package of high capacity transit investments in King, Snohomish and Pierce counties to be delivered by Sound Transit, the regional transportation authority. The ST3 Plan includes a new park-and-ride facility with up to 200 spaces in the City of Sammamish at a northerly location to be determined as part of project development in partnership with the City and King County Metro. The total budget for this project is \$20M, which includes all phases of the project from planning, design, property acquisition and construction.

The purpose of the project is to improve access to existing and future bus service, including future light rail service coming to Redmond in 2024. This future light rail line will serve Redmond, Bellevue, Mercer Island and Seattle, with the closest station to Sammamish being located at Marymoor Park. The opening of the North Sammamish Park-and-Ride is slated for 2024 in order to align with the opening of light rail service for Downtown Redmond and the Stride service; a bus rapid transit service along I-405 and SR-522 corridors.

In fall of 2018 the site identification and screening for the North Sammamish Park-and-Ride project was initiated. Project screening criteria were developed with input from the City and King County Metro. Sound Transit looked within the Sound Transit district, along the 228th Avenue NE/Sahalee Way Northeast transit corridor, north of Southeast 8th Street. The project area boundary ensures the facility is sited within the Regional Transit Authority District with easy access to transit service, while capturing a different market than the existing South Sammamish Park-and-Ride, located at 228th Avenue Southeast and Issaquah-Pine Lake Road Southeast.

Sound Transit presented their screening criteria, screening process and schedule on [February 19, 2019](#). Within the project area, fifteen sites were identified and analyzed to see if they met essential project requirements. Of those, five sites were carried forward for more rigorous screening. The five sites, as well as the key advantages and disadvantages of each, will be presented to City Council on June 3.

The ST3 Plan specifies that the North Sammamish Park-and-Ride will be a surface parking lot. It is estimated that the proposed site would need to be approximately three (3) acres in order to accommodate up to 200 surface parking spaces. Many of the sites identified to date are smaller parcels that would require a parking structure. While Sound Transit is open to a parking structure solution, it may require a funding partnership with third parties in order to fit within the available project budget.

After receiving Council input in June, a short list of sites will be identified and presented to the public for comment and feedback. A public forum is scheduled for July 11 and will be held at City Hall at 6:30 p.m. Based on public and stakeholder feedback, as well as additional screening related to cost and feasibility, a preferred site will be identified in late summer 2019 for final Sound Transit board approval.

FINANCIAL IMPACT:

N/A - the project is a Sound Transit project funded under the ST3 voter-approved package.

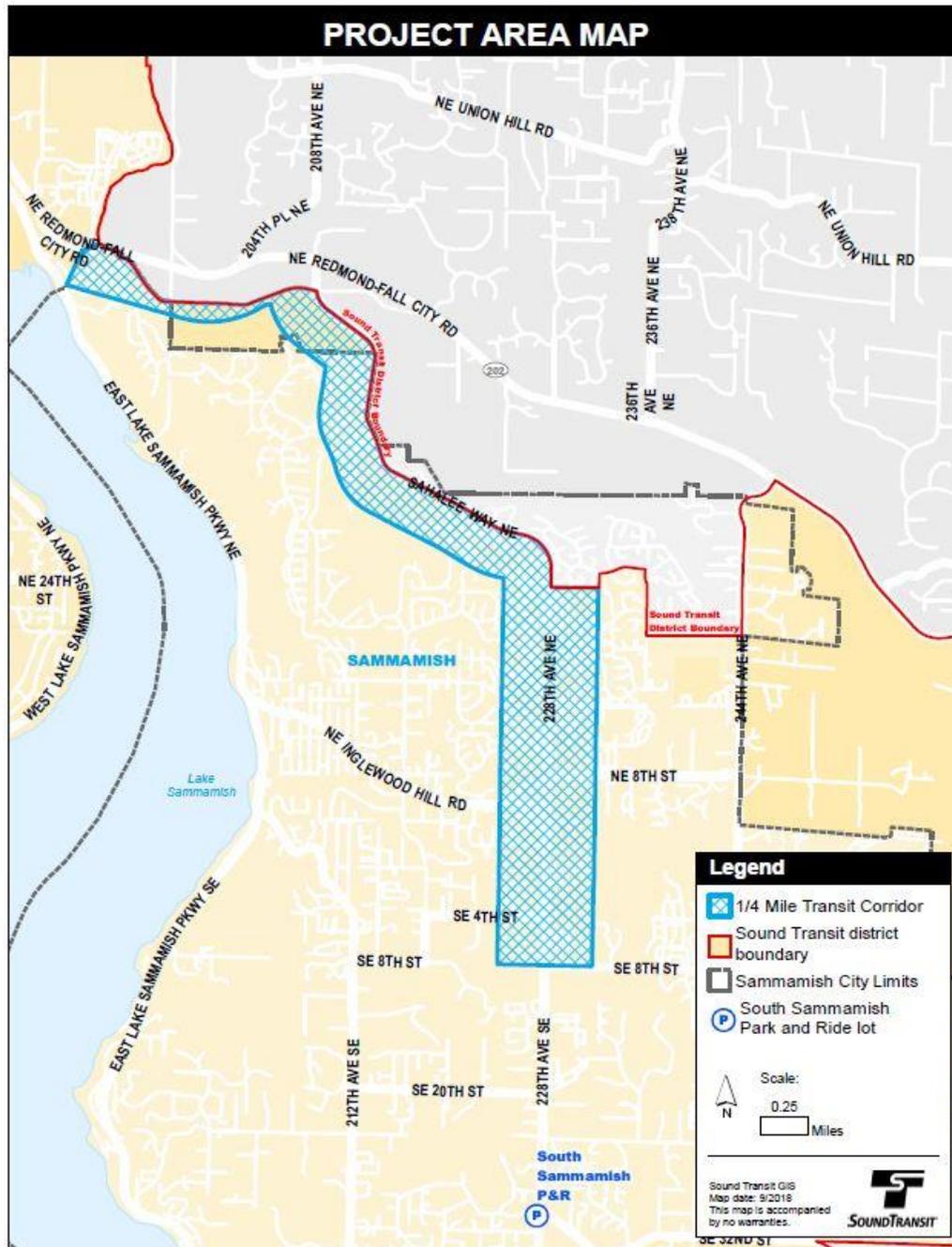
OTHER ALTERNATIVES CONSIDERED:

N/A

RELATED CITY GOALS, POLICIES, AND MASTER PLANS:

[Sammamish Transportation Element](#)

North Sammamish Park and Ride Site Summaries



***North Sammamish
Park and Ride
Sammamish City Council***

June 3, 2019



What we'll cover today

Sound Transit

- East King County ST3 investments

North Sammamish Park and Ride

- Project schedule
- Proposed sites
- Public process
- Questions and feedback



40% of the state's population

Sound Transit District



East King County

- A** Link – Seattle to Redmond Technology Center
- B** Link – Redmond Technology Center to downtown Redmond
- C** Link – South Kirkland to Issaquah
- D** Stride: I-405 – Bothell to South Renton
- E** Stride: SR 522 – Kenmore to Bothell
- F** North Sammamish Park & Ride



North Sammamish Park-and-Ride

Project Overview

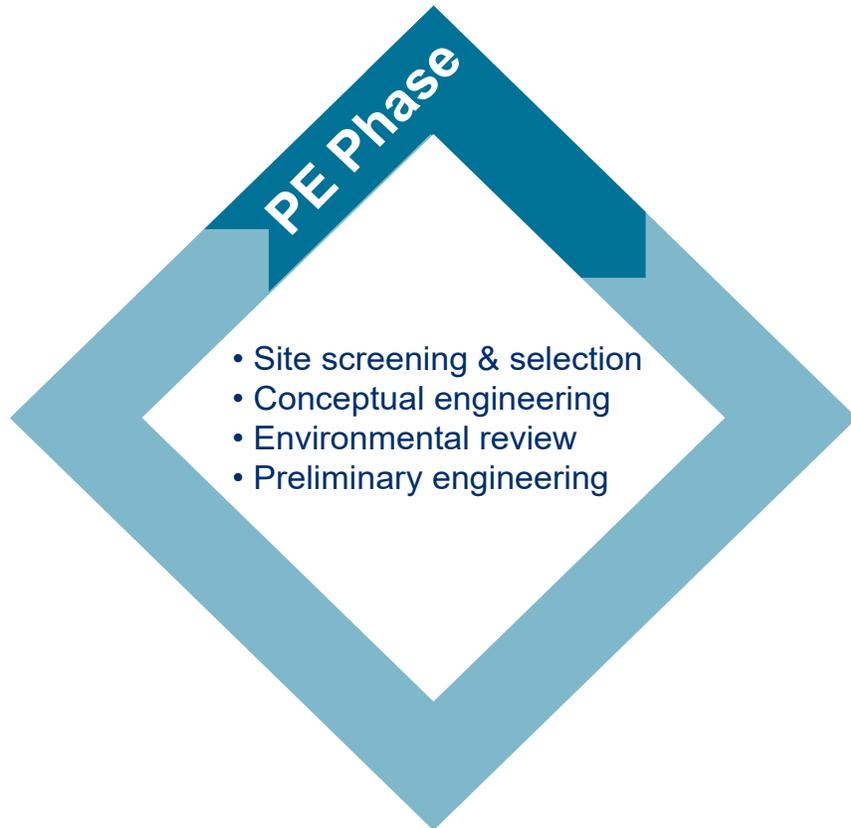
- ST3 early deliverable
- Up to 200 parking stalls
- To be located in North Sammamish
- Total budget = \$20M (all inclusive, all phases)
- Public access date: 2024



Overall Project Schedule



Project Scope – PE Phase



2019

- Site identification and screening
- Preferred site identified
- Determine project delivery method
- Scope phases 2 and 3 preliminary engineering (design to 30% and environmental review)

2020

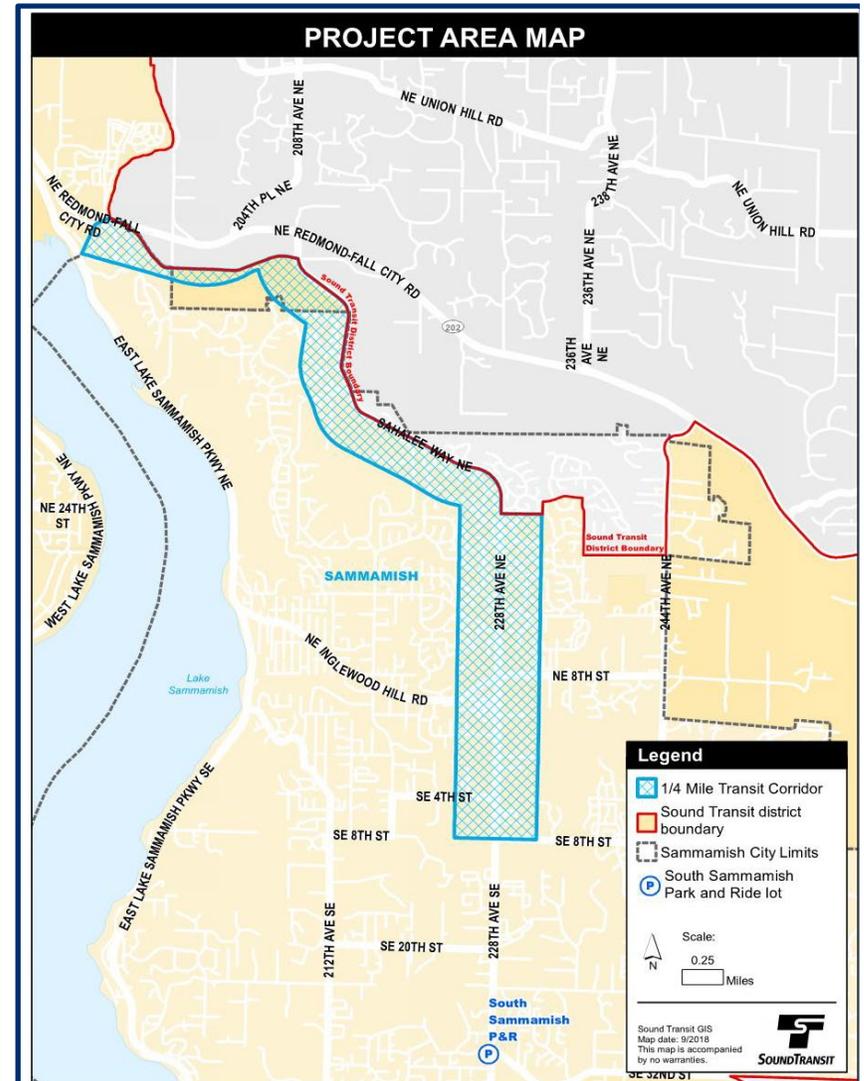
- Partnering agreements
- Conduct phase 2/3 preliminary engineering
- Environmental review
- Begin acquisition of property rights

2021

- Complete preliminary engineering to 30% design
- Begin environmental permitting
- Scope and launch final design phase

Project Area

- Within a ¼-mile from the 228th Ave. NE/Sahalee Way NE/SR 202 transit corridor
- North of SE 8th St.
- Within the RTA boundary
- Primarily serves Sammamish residents



Park-and-Ride Site Screening Criteria

Location and Zoning

- Along the transit corridor
- Within the RTA boundary
- Compatible zoning

Customer Access

- Easy and safe access

Environmental Considerations

- Avoid or minimize environmental and mitigation impacts.

Landowner and User Impacts

- Avoid or minimize property acquisition, displacements and/or potential relocations

Public Benefit

- Delivers additional public benefit(s) (other than parking)

Risk and Feasibility

- Approach must support on-time and on-budget project delivery

Screening Process

Level 1 Screening (Nov. 2018 – Feb. 2019)

- 15 sites were identified (pink)
- 5 sites (blue) advanced to level 2 screening

Level 2 Screening (Mar. - June 2019)

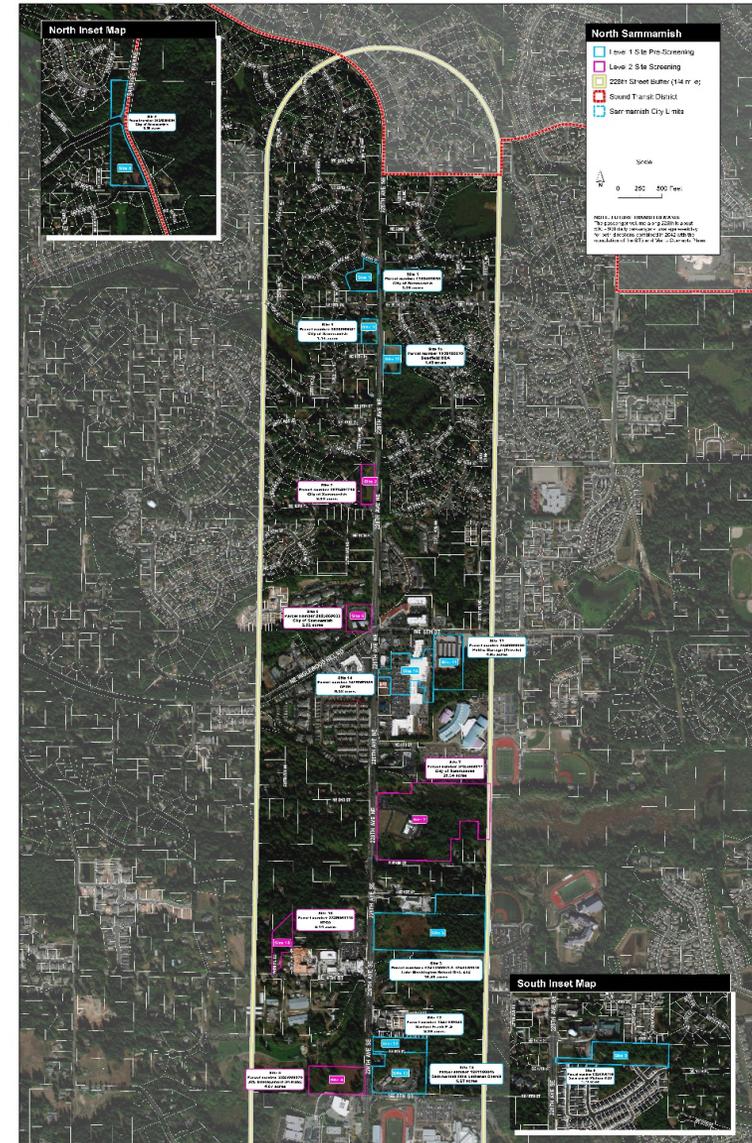
- 5 sites were screened and scored
- A “short list”, 2-4 sites, will advance to level 3 screening

Level 3 Screening (June- July 2019)

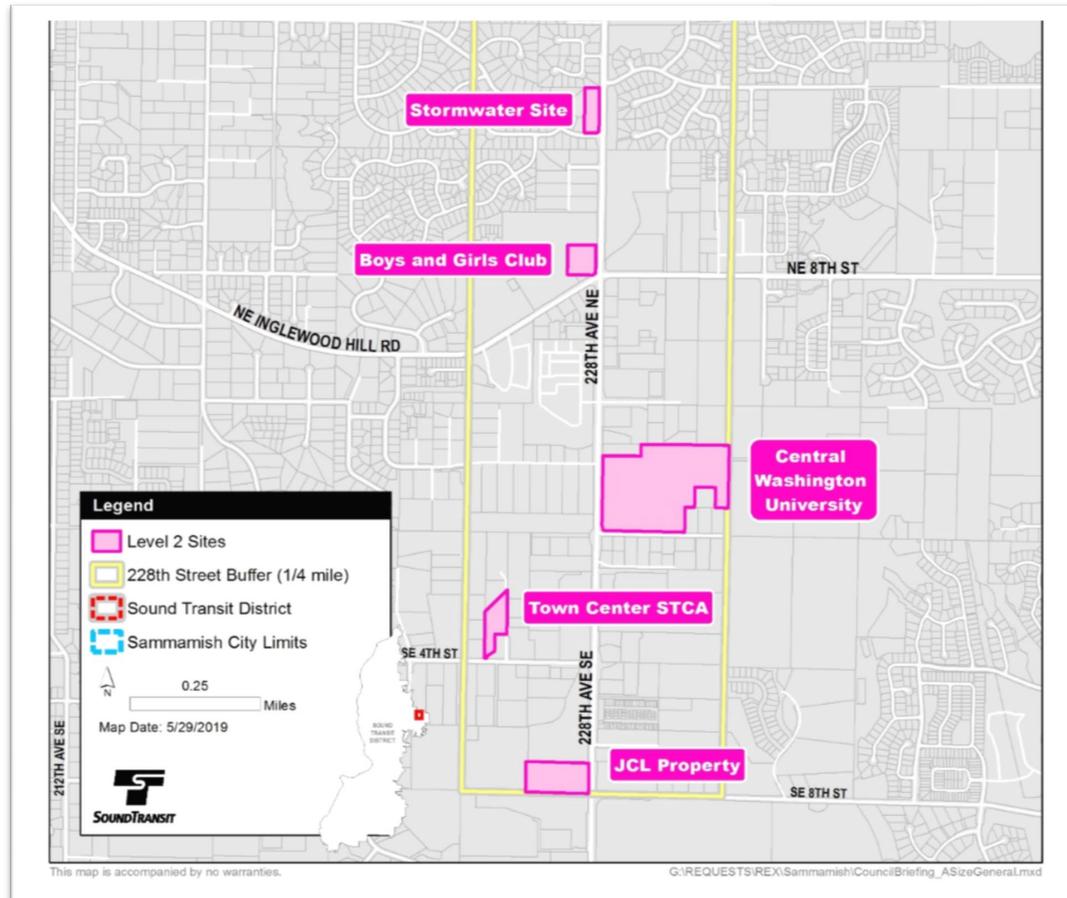
- The short list will be further evaluated with a focus on costs, risks and feasibility

Site Selection (Aug. – Sept. 2019)

- A preferred site will be identified



Level 2 Screening Results



1. JCL Property – SE 8th and 228th Ave. SE
2. Town Center STCA – SE 4th St. and 224th Pl. SE
3. Central WA University – 228th Ave. NE and NE 2nd St.
4. Boys and Girls Club – 228th Ave. NE and NE Inglewood Rd.
5. Stormwater Site - 228th Ave. NE and NE 12th Pl.

JCL Property

Advantages

- Location near community amenities
- Potential for shared parking
- No displacement of current uses
- Good pedestrian and auto access

Disadvantages

- Contains environmentally critical areas
- Southern location further from SE Redmond Station
- Higher acquisition cost



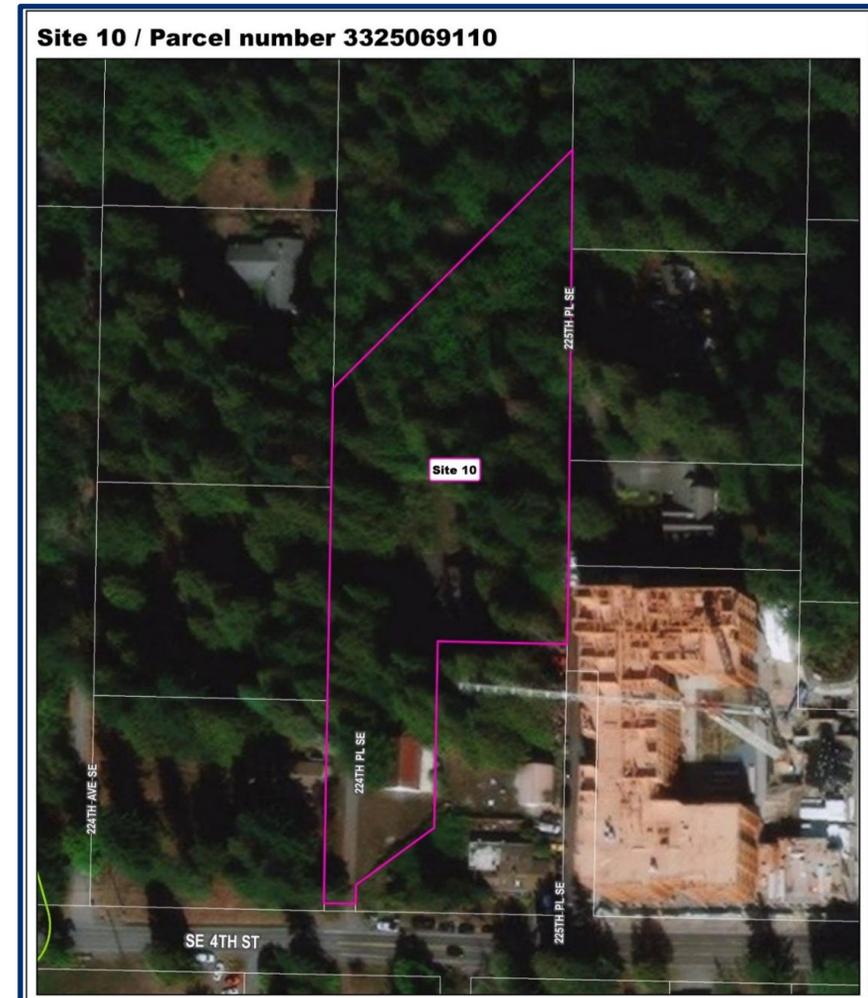
STCA/Town Center Property

Advantages

- Location near community amenities
- Potential for shared parking
- No displacement of current uses

Disadvantages

- 1,000 foot walk along steep hill to access transit
- STCA development timeline may not align with 2024 project delivery
- Contains environmentally critical areas
- Southern location further from SE Redmond Station
- Higher acquisition cost
- May conflict with City's "Green Spine" plans



Central Washington University (CWU) Property

Advantages

- Large enough to accommodate surface parking solution
- Potential for shared parking
- No displacement of current uses necessary
- Good pedestrian and auto access

Disadvantages

- May need to mitigate wetlands and drainage
- Requires coordination with multiple parties



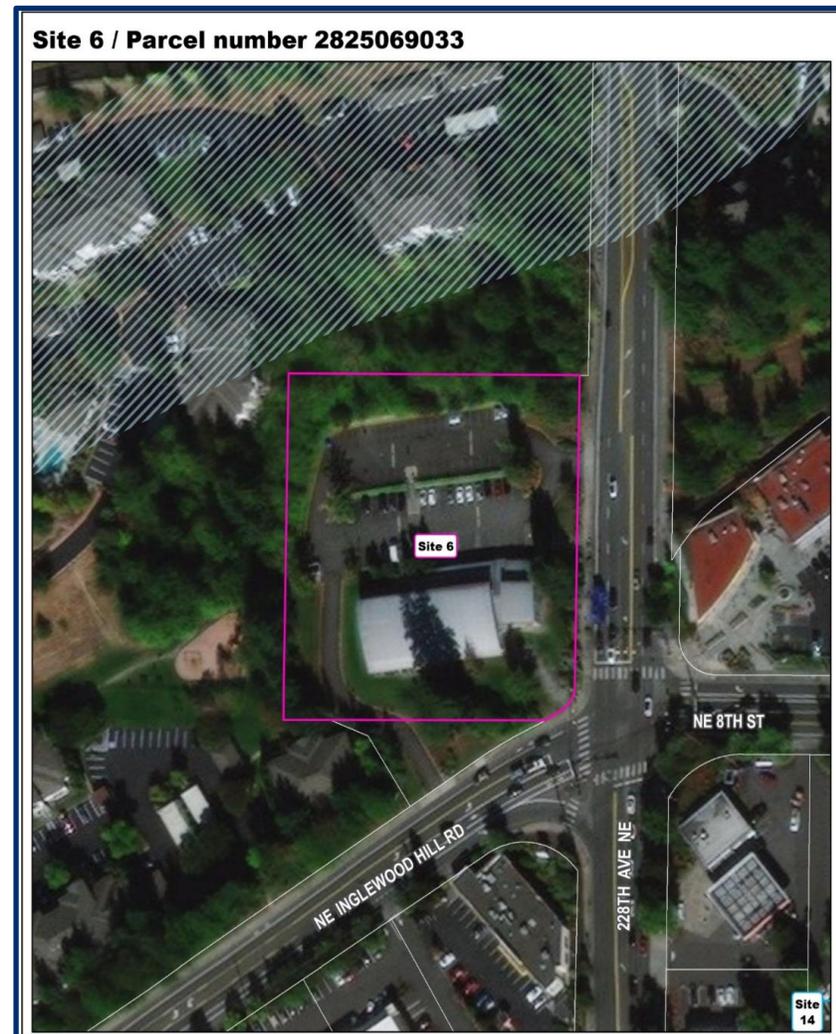
Boys and Girls Club Property

Advantages

- Location at major intersection
- Potential for shared parking
- Lower acquisition cost
- Good pedestrian access to nearby amenities

Disadvantages

- Likely to require a structured garage with multiple levels – may exceed height limits
- Project timeline tied to City’s decision-making process and partnership
- Potential displacement of a recreation facility/public good
- Restricted auto access
- Requires coordination with multiple parties



Stormwater Property

Advantages

- Northern location closer to SE Redmond Station
- Property costs low compared to other sites

Disadvantages

- Potential high construction cost (need for structured parking, underground storm water vault, potential relocation of cell tower/power pole)
- Erosion hazard area
- Difficult site access may cause traffic impacts
- Requires plat amendment



Public Engagement



Sammamish City Council Briefing – February 19, 2019



Sammamish Transit Fair – May 22, 2019



Sammamish City Council Briefing - June 3, 2019



North Sammamish Park and Ride Open House - July 11, 2019



Stakeholder meetings - Summer 2019

What We Heard at the Transit Fair:

Location

- If situated too far north, competes with market for Bear Creek P&R
- Residents to the north would be willing to backtrack south for better regional connections
- Support for park-and-ride at CWU site

Environmental Impacts

- Minimize tree removal

Transit Service

- Need more transit service if the P&R is to be successful
- Residents desire a direct bus connection to Downtown Redmond

Park-and-Ride Access

- Work with city to fill in missing sidewalks and bike connections within ¼ mile of the transit corridor

City Council Engagement in 2019

June	July	August/Sept.	Fall/Winter
Help spread the word about the 7/11 public meeting and online survey	Attend 7/11 public meeting	Council briefing on findings of Level 3 Screening and preferred site	Communicate preferred site and next steps to stakeholders and public
Help identify forums for community presentations and stakeholder engagement	Continue helping to identify forums for stakeholder engagement	Sound Transit board action on preferred site	Plan for next phase of preliminary engineering

Thank you!

Questions?

For more information:

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Juan Calaf

Senior Land Use Planner

(206) 689- 4858

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Thank you.

Thank you.



 [soundtransit.org](https://www.soundtransit.org)

